

BRITISH PREMIER WILL QUIT OFFICE

Campbell-Bannerman Finds
Leadership Too Much
for Strength.

LONDON, March 12.—Reports from Premier Sir Henry Campbell-Bannerman's sick room today are that the invalid finally confesses that he has reached the end of his strength and must lay down the leadership both of the cabinet and of his party in the house of commons.

He is growing steadily weaker, and though his physicians say they believe him in no immediate danger, only long rest can save his life. He is seventy-one years old and suffers from heart trouble, recently aggravated by a severe attack of influenza.

When King Edward visited him just before the former's departure on the vacation he is now enjoying he is known to have hinted that he thought the premier's retirement might be desired. Sir Henry entirely ignored these suggestions, and his modesty evidently lacked the courage to press the point.

Chancellor of the Exchequer Asquith, who is already ailing for Sir Henry, will undoubtedly succeed the latter.

STUYVESANT FISH VISITS PRESIDENT

"That fight is done and over with," was the way Stuyvesant Fish, formerly President of the Illinois Central Railroad, philosophically admitted today that he had been worsted beyond all hope of retaliation in his fight against E. H. Harriman and President Harahan, who succeeded Mr. Fish on the Illinois Central.

Mr. Fish says he is taking a well earned rest, and his visit in Washington has no business connection whatever. He spent the morning at the Capitol, and visited President Roosevelt in his office. At 1:30 o'clock he returned to the White House and had lunch with the President. Mr. Fish said that his conversation with the President did not relate to railroad matters except in a general way.

FIRST LADY OF LAND INTERESTED SPECTATOR AT MOTHERS' CONGRESS

(Continued from Page One.)
bor," and another on "Public Recreation," by Graham Romeny Taylor, of Chicago.

Playgrounds Exhibit.
Mrs. Walter Seymour Binley, who was in charge of the playground exhibit at the Jamestown Exposition, is one of the youngest and most enthusiastic attendants at the congress. Mrs. Binley arranged the artistic and complete miniature playground, which is being exhibited in the lower room of the church, and has omitted no detail of what is designed to be the model for the playgrounds of the United States.

Assisting Mrs. Binley in illustrating this work are many of the younger members of the congress, among whom is Mrs. C. T. Stewart, who was on duty today.
An entertainment specially designed for the children of Washington will be given at 2:30 o'clock next Saturday afternoon in the church under the direction of the mothers' congress. Mrs. Binley, one of the successful kindergarten teachers of Washington. All the school children of Washington are invited to a program of songs, stories, and games has been arranged.

What Congress Did

IN THE SENATE.

Senator Tillman introduced a resolution calling for further information about the transaction of New York banks at the time of the financial depression. The widows' pension bill, already passed by the House, was reported by the Senate. It carries about \$15,000,000.

Senator Bryan of Florida was reported in a critical condition today, but investigation indicated his condition was not dangerous.

Senator Frye introduced a bill authorizing the Department of Commerce and Labor to make regulations to protect life while the fleet was in the harbor of San Francisco.

Senator Nelson introduced an amendment to the Aldrich bill requiring national banks to pay 2 per cent interest on deposits of Government money.

The Frye resolution concerning the transportation of materials for the construction of the canal and for use in the canal zone was considered at the close of morning business.

Senator Lodge addressed the Senate on the Aldrich bill in the course of the afternoon.

IN THE HOUSE.

The House considered the Postoffice appropriation bill.
Representative Lilley of Connecticut testified before the special committee investigating his charges of corruption of members of Congress by the Electric Boat Company.

The committee on Judiciary gave a hearing on the regulation of automobiles by the Federal Government.

The District Committee acted favorably on the bill for a public service commission for the District and made preliminary arrangements for hearings on the bill to repeal the inflation clause of the gas monopoly charter.

The committee on Rivers and Harbors gave a hearing on the bill for improving the Tennessee river.

BREAKING IT GENTLY.

"Pardon me, sir," began the portly man in the railroad train to the man who sat next to him, "but what would you say if I sat on your hat?"

"Suppose you sit on it and then ask me," suggested the other.

"I did," admitted the portly person calmly.—Harper's Weekly.

PAPA'S ULTIMATUM.

"Your father gave his consent to our marriage on one condition."

"What was that?"

"That I marry you before another Christmas rolls around."

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Lilley Gives Testimony In the Boat Inquiry

(Continued from Page One.)

a manufacturer in my district, wanted me to vote as a member of Naval Affairs Committee for the Electric Boat Company's boats, so that he would get a contract with them."

Attorney Approached Lilley.
"Did he say he was hired by that company?"

"No; but the company's attorney spoke to me the night before, and said they would come to see me. That attorney was John Kellogg."

"Was Kellogg present when you saw Ferry?"

"He was not."

"Mr. Lilley said he voted last year for the proposition favored by Kellogg, but not this year, as this year's proposition cut out competition and gave all contracts to the Electric Boat Company."

"I favor competition," he said.

"Are there any other firms able to compete with the Electric?" asked Mr. Olmstead.

"Several," said Mr. Lilley.

Hobson Promised Place.

"Who was the Congressman who was told by a representative of the Electric Boat Company that the company could have him put on the Naval Affairs Committee?"

"Capt. Richmond P. Hobson."

"Who told him?"

"Capt. Hobson will tell you that, Ask him."

"Is the Electric Boat Company the only company which employs the methods you complain of in influencing Congress?"

"So far as I know, it is."

Refused Lake Company.

Answering further questions, Lilley said this year a representative of the Lake Boat Company asked him to offer a motion allowing open competition for submarine contracts for the Government. He refused, and another member of the committee was asked to do it.

"Was offered in committee?" asked Mr. Olmstead.

"No. The Lake Company's representative saw the wrong man. That man agreed to offer it, but did not do so."

Discussing the submarine clause as it is now in the naval appropriation bill, favoring, he claimed, the Electric Boat Company, Mr. Lilley said:

"Representative Loudenslager offered that clause in the bill. It was drawn, I think, by Marion Butler, of this city, an attorney for the Electric Boat Company."

"When Loudenslager offered this

clause, Captain Hobson arose and suggested that it gave the contracts to the Holland, or Electric, boats," said Mr. Lilley.

"What did Mr. Loudenslager say?"

"He said in effect 'I did.'"

Mr. Lilley here pointed out that, although the Navy Department has recommended four submarine boats, the Naval Committee voted to buy eight. The bill as it stands now, he said, deprives the department of any discretion in buying submarines. It puts the appropriation in the hands of the Electric Boat Company.

Russia Pronounces Rival.

Lilley said he understood that the Lake Boat Company is now building submarines for Russia.

"You say," remarked Mr. Olmstead, "that the Electric Boat Company has received \$1,000,000 excessive profits. Has that evidence been presented to the Naval Committee?"

"Not that I know of. I can prove my assertion, however, by naval officers. These submarines are obsolescent."

Mr. Olmstead said here he did not believe the special committee had any jurisdiction over the Lilley charges that newspaper writers had been paid extravagant prices to write biased articles for the Electric Boat Company, unless he meant that this influenced Congress. Mr. Lilley said he thought this did influence Congress.

"Who were they?"

"I know of only two. I don't know their full names. Their last names I do know."

"Where do they live?"

"I don't know."

"Are these all you know?"

"All I know for certain."

Gossip About Reporters.

"Who told you about these men?"

"I don't recall."

"What newspaper men received money? Do you know?"

"Not of my own knowledge."

"Do you know who paid it?"

"Not of my own knowledge, but the air is full of rumors. I can have witnesses produced on this."

"What attorneys are employed by this company in congressional districts?"

"W. B. Gordon, in Midvale, Mich.; John Kellogg, Bridgeport, Conn. I have been told of a lawyer in Texas, Mr. Gregg's district, a man named Coward. I don't think of any more at present."

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Federal Registration Violates Police Power of States, Say Committee.

Interference with the State police power and the question as to whether transit by automobile from State to State can be considered interstate commerce and as such come under the interstate commerce laws were the points at issue at the hearing today before the House Judiciary Committee of the proposed "motor vehicle act" providing for Federal registration of automobiles engaged in interstate travel.

Charles T. Terry, of New York, chairman of the American Automobile Association's legislation committee, which framed the bill, for more than two hours made a determined and brilliant fight for the measure against practically unanimous opposition.

The question of State police power was first advanced by Chairman J. J. Jenkins, of Wisconsin, who wanted Mr. Terry to explain whether or not the proposed bill would not take away from the States all power to regulate the running of automobiles within their borders. Although in express language, the bill sets forth that under the license granted by Federal authority the automobile must abide by all State laws governing automobiles, except those referring to registration, Mr. Jenkins and the majority of the other committee members were unable to overcome their fears in regard to possible violation of the sanctity of the State police power under the proposed measure.

At the close of the hearing it was apparent to all that the bill was doomed for the present, as far as the Judiciary Committee is concerned. One leading member of the committee said that, although he and most of his colleagues could see the need of such a bill from the automobilists' standpoint, it would be impossible to pass the bill because of its infringement on the State police powers.

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It was the honking of an automobile. Dick jumped.

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OFFICERS' HOMES TO BE FURNISHED

Local Firm in the Running
for \$250,000 Contract.

Army officers are going to have their quarters furnished for them by the Government. Standard designs have been adopted for the dining room and part of the library furniture. It is all to be in fine mahogany, designed in up-to-date simplicity, and splendid in construction. An appropriation of a quarter of a million is available, and it is estimated that another million will be spent before the plan of furnishing the officers' houses throughout is completed.

In New York city last week, at the Army Building, bids were opened which amounted, on the whole, taking the average low bids, to \$245,000. There were seventy-five bidders and manufacturers with their agents, who came from all parts of the country to know the results at the time the bids were opened.

It is interesting to notice that only one small manufacturer bid direct, and that all of the low bids were placed by retail establishments. These concerns with large capital and doing an enormous business constantly are satisfied to work on a small commission basis, and the manufacturers have availed themselves to the fact that the retail trade is entitled to this ethical trade protection.

The three low bids being considered are: Gimbel Brothers & Shellenberg, of Philadelphia, and W. B. Moses & Sons, of this city.

BOATS FOR NORFOLK

CARRY LARGE CROWDS

Ideal weather conditions, and the placidity of the lower Potomac and Chesapeake Bay have made the daily trips of the Norfolk and Washington steamboats more popular than ever.

The palace steamer leaving the company's wharf at 6:30 o'clock each evening is equipped to accommodate the every wish of the luxury-loving tourist.

The trip is a delightful one, and is taken by many business men, in addition to the hundreds who go to Norfolk, Old Point Comfort, Fortress Monroe, and other historic Virginia places for pleasure. The steamers are clean, well ventilated, comfortable, and ample.

The office of the company is at 55 Fourteenth street northwest, and berths can be procured there.

PROBATE COURT FEES

ADJUSTED BY CONGRESS

Senator Gallinger's bill to readjust the system of fees in the Probate Court of the District was called up in the Senate yesterday afternoon on motion of Senator Gamble and passed. The bill was prepared by Register of Wills Tanner and was introduced by Judge Gould, of the Probate Court.

It simplifies the system of fees and makes them more equitable as between large and small estates.

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